



Legislative Council Staff

Nonpartisan Services for Colorado's Legislature

Room 029 State Capitol, Denver, CO 80203-1784

Phone: (303) 866-3521 • Fax: (303) 866-3855

lcs.ga@state.co.us • leg.colorado.gov/lcs

Memorandum

June 7, 2018

TO: Members of the Transportation Legislation Review Committee

FROM: Katie Ruedebusch, Research Analyst, 303-866-3001
Erin Reynolds, Senior Fiscal Analyst, 303-866-4146
Ryan Long, Fiscal Analyst, 303-866-2066

SUBJECT: Transportation Legislation Review Committee Statutory Authority and History

Summary

This memorandum provides the following information regarding the Transportation Legislation Review Committee (TLRC):

- history and membership of the committee;
- the committee's statutory charge and oversight authority;
- required reports for submission to the committee;
- the committee's 2017 interim activities; and
- interim legislation proposed by the committee between 2012 and 2017.

Contents

History of the TLRC	1
Committee Membership	2
Statutory Charge	2
Oversight Role and	
Statutory Authority	2
Reporting Requirements	4
2017 Interim Activities	8
TLRC Legislation,	
2012-2017	10

History of the Transportation Legislation Review Committee

In 1953, the General Assembly created the Highway Legislation Review Committee to review the implementation and impact of the state highway system and its relationship to county and municipal road systems. In 1987, the General Assembly expanded the committee's charge to include oversight of public highway authorities and projects. In 1989, the General Assembly began requiring the Regional Transportation District (RTD) to respond to the committee's requests for information.

In 1994, the committee's name was changed to the Transportation Legislation Review Committee to correspond with the renaming of the Colorado Department of Highways to the Colorado Department of Transportation (CDOT). With the name change, the scope of the committee's responsibilities

Open records requirements: Pursuant to Section 24-72-202 (6.5)(b), C.R.S., research memoranda and other final products of Legislative Council Staff are considered public records and subject to public inspection unless: a) the research is related to proposed or pending legislation; and b) the legislator requesting the research specifically asks that the research be permanently considered "work product" and not subject to public inspection. If you would like to designate this memorandum to be permanently considered "work product" not subject to public inspection, or if you think additional research is required and this is not a final product, please contact the Legislative Council Librarian at (303) 866-4011 within seven days of the date of the memorandum.

expanded to parallel the department's broader focus on all transportation modes. In 1997, the committee's authority expanded to include oversight of regional transportation authorities. In 2001, committee membership changed from 11 members appointed by the Governor, the Speaker of the House of Representatives, and the President of the Senate, to the members of the House and Senate Transportation Committees.

In 2007, the General Assembly expanded the committee's charge to include oversight over the Department of Revenue in the area of driver licenses and motor vehicle registration, as well as any other state agency or political subdivision of the state regulating motor vehicles or traffic.

In 2017, due to the increase in the number of members serving on the House Transportation and Energy Committee, TLRC membership increased to 20 members.

Committee Membership

The TLRC is comprised of the members of the Senate and House Transportation Committees. The Senate Transportation Committee has 5 members, and the House Transportation and Energy Committee has 15 members; therefore, the TLRC is comprised of 20 total members. The TLRC is chaired by the House Transportation and Energy Committee chair in odd-numbered years and by the Senate Transportation Committee chair in even-numbered years. The Legislative Council Staff provides staff support to the committee.¹

Statutory Charge

Pursuant to state law, the TLRC must meet at least once a year to:

- provide guidance and direction to CDOT on the development of the state transportation system;
- provide legislative oversight of and input into such state transportation system development;
- provide guidance and direction to the Department of Revenue (DOR) or any other state agency or political subdivision of the state that regulates motor vehicles or traffic;
- examine the problem of uninsured motorists²; and
- review all transportation, traffic, and motor vehicle legislation, and make recommendations for additional legislation as necessary.

Oversight Role and Statutory Authority

State law provides the TLRC with authority over CDOT, the driver licensing and vehicle registration functions of DOR, the RTD, public highway authorities, regional transportation authorities, and railroads. In its oversight role, the committee is authorized to:

- develop and make state transportation system financing recommendations;

¹ All TLRC policies discussed in this memorandum are covered under Section 43-2-145, *et seq.*, except where otherwise cited.

² Section 42-7-602, C.R.S.

- review the operations of CDOT, RTD, any public highway authority, and any regional transportation authority;
- review completed highway projects, including whether the projects were completed in the most cost-effective and efficient manner; and
- request financial or performance audits.

Upon completion of the TLRC's review of transportation law, the committee is authorized to make recommendations for legislation deemed necessary by the TLRC. Legislation recommended by the TLRC is treated as legislation recommended by an interim committee for purposes of introduction deadlines and bill limitations imposed by the General Assembly's joint rules.

Colorado Department of Transportation. Under state law, the TLRC is authorized to:

- provide guidance and direction to CDOT in the development of the state transportation system;
- make recommendations on the financing of the state transportation system;
- review all transportation legislation and consult with experts in the field of highway construction and planning or with CDOT personnel;
- review any phase of CDOT operations;
- conduct post-operation reviews to determine cost-effectiveness and efficiency of certain transportation projects;
- require CDOT to prepare and adopt 5-, 10-, and 15-year plans; and
- require financial or performance audits to be conducted.

Colorado Department of Revenue. The TLRC may review the activities of the Department of Revenue relating to the licensing of drivers and the registration and titling of motor vehicles.

Regional Transportation District. The TLRC is required to review RTD's implementation of competitive contracting for its vehicular services. State law authorizes RTD to contract with private businesses to provide up to 58 percent of its vehicular services.³

Public highway authorities and regional transportation authorities. The TLRC may review any phase of a public highway or regional transportation authority's operations. It may require these entities to prepare and adopt long-range plans, and to submit to financial or performance audits.⁴

Railroads. The TLRC is directed to study CDOT recommendations and may hold hearings regarding the acquisition or use of abandoned or proposed to be abandoned railroad rights-of-way and to determine the priority of acquiring or using abandoned or proposed to be abandoned railroad rights-of-way. The TLRC is required to report its findings to the General Assembly regarding the acquisition of abandoned railroad rights-of-way.⁵

Other agencies. The TLRC may require agencies to share information and coordinate efforts for phases of transit system development to avoid overlapping mass transit systems within the state. Such agencies include state, regional, and local authorities or organizations responsible for mass transit.

³ Section 32-9-119.5, C.R.S.

⁴ Section 2-3-121, C.R.S.

⁵ Section 43-1-1308, C.R.S.

Reporting Requirements

State law requires that various reports be submitted to the TLRC. Upon receipt of reports, copies are made available to TLRC members by the Legislative Council Staff. Table 1 provides a summary of each report due to the TLRC. Table 2 provides a summary of each report that is required to be submitted to the Senate and House Transportation Committees. Reports can be accessed online at <http://www.leg.state.co.us/library/reports.nsf/reports.xsp>.

Table 1
Statutorily Required Departmental Reports to the Transportation Legislation Review Committee
(as of June 1, 2018)

Department	Report Subject/Statute	Summary
Department of Local Affairs (DOLA)	Public Highway Authorities <i>Section 43-4-514 (4), C.R.S.</i>	Public highway authorities are required to report annually to TLRC on its actives during the past year and its proposed activities for the upcoming year.
	Proposed Public Highway Authority Boundaries <i>Section 43-4-514 (1)(c), C.R.S.</i>	The Division of Local Government in DOLA is required to provide copies to the TLRC of any notice containing proposed boundaries or financing of a public highway authority.
Department of Revenue (DOR)	Effectiveness of Exceptions Processing <i>Section 42-1-232, C.R.S.</i>	DOR is required to submit a report to the TLRC concerning the effectiveness of exceptions processing for driver's licenses.
Department of Transportation (CDOT)	Automated Driving Systems Testing <i>Section 42-4-242 (4), C.R.S.</i>	CDOT is required to submit a report to the TLRC concerning the testing of automated driving systems in Colorado. The first report is due September 1, 2018.
	Policy Amendments to the Statewide Transportation Improvement Plan <i>Section 43-1-123 (4), C.R.S.</i>	CDOT is required to submit a report to the TLRC regarding all policy amendments made to the Statewide Transportation Improvement Plan that were adopted during the most recently ended fiscal year and that added or deleted a project from the plan or modified the funding priority of any project included in the plan. The report must include an explanation of the reasons for each reported policy amendment. <i>Repeals July 2, 2019.</i>
	Potential Rail Line Acquisitions <i>Section 43-1-1303 (3), C.R.S.</i>	CDOT is required to submit a prioritized list to the TLRC concerning railroad rights-of-way or rail lines proposed to be acquired by the state and their proposed uses.
Regional Transportation District (RTD)	RTD Annual Budget	RTD is required to provide copies of the RTD annual budget to the TLRC. State law also requires RTD to provide other information, data, testimony, or audits as requested by the TLRC.

Source: Legislative Council Staff.

Table 2
Statutorily Required Departmental Reports to the House and Senate Transportation Committees
(as of June 1, 2018)

Department	Report Subject/Statute	Summary
Governor's Office	Colorado Clean Energy Finance Program <i>Section 24-38.7-104 (3)(b), C.R.S.</i>	The Governor's Energy Office is required to submit an annual report to the House Transportation and Energy Committee regarding the Colorado Clean Energy Finance Program.
	Climate Action Plan <i>Section 24-20-111 (3)(a)</i>	The Governor or his or her designee must annually submit a report to the House Transportation and Energy Committee regarding climate change issues generally, the current climate action plan, and specific ways in which climate change affects the state.
Department of Public Safety (DPS)	Motorcycle Operator Safety Training <i>Section 43-5-506, C.R.S.</i>	DPS must submit an annual report that comments on the effectiveness of the motorcycle operator safety training program, annual motorcycle accidents or fatalities, availability of training throughout the state, historic and current training costs, and other performance measures.
Regional Transportation District (RTD)	District Area Description <i>Section 32-9-106.1 (2)(d) and (3)(c), C.R.S.</i>	RTD is required to provide a map and written description within 30 days of any additional area being annexed or included in the district, or after any area is removed from the district of any reason. In addition, a separate map and description must also be provided depicting the district areas in each county.
Department of Transportation (CDOT)	Capital Construction Request <i>Section 2-3-1304 (1)(a.5), C.R.S.</i>	The Transportation Commission is required to annually submit its capital construction request, based on statewide transportation improvement programs, with a prioritized list of recommended state highway construction, repair, and maintenance projects.
	Efficiency and Accountability Committee Report <i>Section 43-1-106 (17)(b), C.R.S.</i>	CDOT's Efficiency and Accountability Committee must annually report its activities and recommendations, and any actions taken by the CDOT or Transportation Commission to implement the committee's recommendations. The report is to be made to either the TLRC, or to the House and Senate standing committees that have oversight over transportation.

Table 2 (Cont.)
Statutorily Required Departmental Reports to the House and Senate Transportation Committees
(as of June 1, 2018)

Department	Report Subject/Statute	Summary
Department of Transportation (CDOT) (cont.)	Proposed Budget Allocation Plan <i>Section 43-1-113 (2), C.R.S.</i>	The Transportation Commission must annually submit a proposed budget allocation plan for moneys subject to its jurisdiction for the fiscal year beginning on July 1 of the succeeding year.
	Colorado High Performance Transportation Enterprise <i>Section 43-4-806 (10) C.R.S.</i>	The High Performance Transportation Enterprise is required to submit an annual report that includes the enterprise's activities for the previous year, status summary of any current surface transportation infrastructure projects, the enterprise's revenue and expenses statement, and any recommendations for statutory changes that the enterprise may deem necessary or desirable.
	Lease-Purchase Revenue and Proceeds Pursuant to Senate Bill 17-267 <i>Section 43-4-206 (2)(b), C.R.S.</i>	CDOT must describe the revenue and net proceeds expended under Senate Bill 17-267, the status of the projects using proceeds, the amounts of revenue and net proceeds CDOT expects to receive each fiscal year, and how the revenue and net proceeds expended relate to the strategic transportation project investment program.
	Transportation Revenue Anticipation <i>Section 43-4-713 (1), C.R.S.</i>	The CDOT Executive Director is required to annually submit a report to the chairs of the House and Senate Transportation Committees that provides information regarding transportation revenue anticipation notes issued by the department.

Source: Legislative Council Staff.

2017 Interim Activities

The TLRC toured the southwest, northeast, south-central, and northwest regions of the state to visit infrastructure projects, tour transportation facilities, and meet with stakeholders. In addition, the committee held two meetings at the State Capitol during the 2017 interim. The following subsections discuss the TLRC's activities during the 2017 interim.

Southwest Colorado tour. The committee traveled to southwest Colorado and visited the following projects and sites:

- CDOT's US 24 Buena Vista Enhancement Project, which updated intersections, curbs, gutters, and sidewalks in Buena Vista, Colorado;
- CDOT's US 50 Blue Creek Project, which includes efforts to mitigate rock landslides and widen sections of US 50;
- CDOT's CO 82 Grand Avenue Bridge Project in Glenwood Springs, which is a 30-month project to replace the road and pedestrian bridges that connect I 70 with downtown Glenwood Springs; and
- the Eisenhower-Johnson Memorial Tunnels, to learn about the operation and maintenance of the world's highest vehicular tunnel.

Northeast Colorado tour. The committee traveled to northeast Colorado and undertook the following activities:

- a transportation stakeholder meeting at the CDOT Region 4 Headquarters in Greeley;
- a presentation from CDOT's engineers on the US 85 Eaton to Ault resurfacing project;
- an en route tour of State Highway 392, State Highway 14, US 6, and US 138;
- a transportation stakeholder meeting at Sterling Public Library in Sterling; and
- a meeting with Fort Morgan and Morgan County officials in Fort Morgan.

South-central and northwest tour. The committee traveled to south-central and northwest Colorado and undertook the following activities:

- transportation stakeholder meetings in Colorado Springs and Craig;
- a tour of the Transportation Technology Center, Inc., facilities in Pueblo;
- an en route tour of the Flat Tops Scenic Byway between Yampa and Meeker;
- a tour of a CDOT Maintenance Facility in Meeker;
- an en route tour of State Highway 13 north of Craig; and
- a visit to the Northwest Transportation Planning Region meeting in Steamboat Springs.

Large transportation projects and mitigation measures. The committee heard presentations from CDOT and concerned citizens regarding large transportation projects and mitigation measures. CDOT discussed the department's National Environmental Protection Act process and updated the committee on several major corridor projects, including C-470, North I-25, South I-25, Central I-70, and the I-70 mountain corridor. In addition, the committee heard public testimony on the impact of other large transportation projects.

Central I-70. The committee also heard from a panel of citizens concerned about CDOT's Central I-70 project. The panelists discussed issues including, but not limited to: the environmental and health issues associated with the project; the impact of the project on neighborhoods; and a proposed alternative reroute of I-70.

Division of Motor Vehicles. A representative from the Division of Motor Vehicles (DMV) within DOR provided an overview of the DMV organization; driver license office wait times and other performance metrics; the new driver license, implemented in April 2016; DMV office queueing; the new temporary vehicle tag; and other topics related to state's registration and titling system. The DMV representative also discussed the DMV's veterans services, its technology project (DRIVES) that is replacing the legacy DMV computing system, and online services.

Truckers Against Trafficking. A representative from Truckers Against Trafficking provided information to the committee about the organization's work to provide education and training to truckers and the trucking industry to help prevent and combat human trafficking. The representative discussed how five states currently require human trafficking education as part of the training program to qualify for a commercial driver license, with numerous states considering similar legislation this year. The representative also discussed how the organization works with public safety officials, law enforcement, and truck stop owners and operators. This discussion resulted in Bill A.

Colorado Motor Carriers Association. A representative of the Colorado Motor Carriers Association (CMCA) gave the committee an update on the trucking industry in Colorado. CMCA, founded in 1939, represents the trucking industry in Colorado. The representative highlighted the organization's economic impact in Colorado and discussed trucking safety. The organization's key concerns for the future include: traffic congestion, a critical shortage of drivers, truck parking, local regulations and restrictions, greater access to and streamlining of the credentialing process, and truck productivity and efficiency. This discussion resulted in Bill A and Bill B.

Southwest Chief and Front Range Passenger Rail Commission. The Southwest Chief and Front Range Passenger Rail Commission, formally the Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Commission, presented an update on the commission and recent legislation. The commission coordinates with state and local governments and cooperates with Kansas, New Mexico, Amtrak, and the Burlington Northern and Santa Fe railway to continue Southwest Chief rail line service in Colorado. Under Senate Bill 17-153, the commission is also charged with facilitating the future of Front Range passenger rail and with developing draft legislation for facilitating passenger rail service in and along the Interstate 25 corridor. The presentation provided an overview of the Southwest Chief rail line, including the commission's purpose and concerns for the railroad, as well as successes and next steps. Commission members also provided information regarding future proposed legislation regarding Front Range passenger rail.

Regional Transportation District (RTD). Representatives from the RTD briefed the committee on recent developments, including: the 2016 openings of the Flatiron Flyer, the University of Colorado A Line to the airport, and the B Line to Westminster; the 2017 opening of the R Line in Aurora; and the status of the G Line to Arvada and Golden. The representatives also discussed at-grade crossing issues faced by RTD and gave an update on RTD's nonprofit program. In addition, representatives provided

an update on the Access a Ride program. Finally, representatives updated the committee on the Civic Center Station revitalization, other 16th Street Mall projects, and new technology products offered by RTD, such as Smartcards and a mobile application. Representatives responded to questions from the committee about issues related RTD's budget and grade crossing issues.

Public highway authorities. Representatives from the E-470 and the Northwest Parkway Public Highway Authorities (PHAs) provided overviews of their agencies.

- **E-470.** The E-470 PHA is a 47-mile corridor that serves as a beltway for Denver's east side. The highway was completed in 2003, and rolled out all-electronic tolling in 2009. The E-470 representative discussed several capital improvement projects underway on the toll road and the authority's bond debt. It also discussed a recent level of service study and the authority's plan to accommodate growth along the corridor. The E-470 representative discussed the authority's work as the state's electronic toll provider and the increase in the usage of managed lanes.
- **Northwest Parkway.** Representatives from the Northwest Parkway PHA provided an overview of their authority, which was established in 1999 to connect E-470 to US 36 over nine miles. They provided a timeline, an overview of the concession agreement, expansion possibilities, traffic history, and toll revenue statistics. Representatives noted that concession was transferred in March 2017. Representatives responded to questions regarding the status of the Jefferson County Parkway and commercial traffic on the parkway.

Denver International Airport. Representatives from the Denver International Airport (DEN) updated the committee on developments at the airport. The City and County of Denver owns and operates DEN. Denver's Department of Aviation is responsible for the management, operation, and control of the airport, which is managed by mayoral appointee and is advised by an Airport Management Advisory Committee, composed of industry, business, and government members. Representatives highlighted the current and new domestic and international service offered. Representatives discussed DEN's future plans, including gate and concourse expansions, a remodel of the great hall, and development of real estate around the airport.

TLRC Proposed Legislation – 2012 to 2017

Legislation recommended by the TLRC is treated as legislation recommended by an interim committee for purposes of introduction deadlines and bill limitations imposed by the General Assembly's joint rules. From the 2012 interim to the 2017 interim, the TLRC proposed 32 bills that were approved by Legislative Council. Of the 32 bills, 23 became law, and 9 were postponed indefinitely.

Table 3 provides legislation approved by the Legislative Council Committee. Table 4 provides legislation not approved by the Legislative Council Committee. Bills are labeled according to the bill numbers assigned upon introduction during the session and the identifier (e.g., Bill A, Bill B) used in the final TLRC report provided to the Legislative Council Committee.

Table 3
Transportation Legislation Review Committee
Bills Approved by the Legislative Council Committee by Issue Area – Interim Sessions 2012-2017
(as of June 1, 2018)

Bill Number and Letter	Bill Title	Brief Description of Bill	Became Law
Driver's Licenses			
HB 18-1018 Bill A	Human Trafficking Commercial Driver's License	House Bill 18-1018 requires commercial driver schools to include training related to human trafficking.	Yes
HB 13-1011 Bill F	Repeal Fee Veteran's Identifier Driver's License	House Bill 13-1011 eliminates the \$15 fee to add a military identifier to show a service member's branch of service on an applicant's driver's license or state identification card.	Yes
HB 12-1035 Bill E	Repeal Veterans Identifier Fee	House Bill 12-1035 would have eliminated the \$15 fee to add a military identifier to show a service member's branch of service on an applicant's driver's license or state identification card. A bill that passed in 2010 allowed a military service member or veteran to add an identifier to his or her driver's license or state identification card for a \$15 fee. The fee was eliminated the following year by HB 13-1011.	No
Traffic Fines, Violations, and Signage			
HB 14-1021 Bill D	Highway Restriction Violation Penalties	House Bill 14-1021 raises the fine from \$500 to \$1,000 for an operator of a motor vehicle or vehicle combination over 35-feet in length, both commercial and recreational, on State Highway 82 between mile markers 47 and 72. If a violation results in the closure of a lane, the penalty is increased to \$1,500. The bill increases the surcharge for such offenses from \$78 to \$156. In addition, it requires the CDOT to erect signs by October 1, 2014, on SH 82 giving notice of the enhanced penalties.	Yes
HB 16-1039 Bill A	Interstate 70 Motor Vehicle Traction Equipment	<p>House Bill 16-1039, as introduced, would have required motor vehicles driving on Interstate 70 between milepost 133 (Dotsero) and milepost 259 (Morrison), when icy or snow-packed conditions are present, to be equipped with:</p> <ul style="list-style-type: none"> tire chains or an equivalent traction control device (i.e. cable chains); four-wheel drive or all-wheel drive, and tires with a tread depth of one-eighth of an inch; or tires with any form of the mountain-snowflake symbol or "mud and snow" lettering (i.e. M/S and M+S) on the side wall of the tire and a tread depth of one-eighth of an inch. <p>The bill defined "equipped" to mean that a motor vehicle uses or carries the appropriate traction equipment if icy or snow-packed conditions are not present, and that motor vehicle uses the appropriate traction equipment if icy or snow-packed conditions are present.</p>	No

Table 3 (Cont.)
Transportation Legislation Review Committee
Bills Approved by the Legislative Council Committee by Issue Area – Interim Sessions 2012 to 2017
(as of June 1, 2018)

Bill Number and Letter	Bill Title	Brief Description of Bill	Became Law
License Plates			
HB 15-1004 Bill A	Firefighter Motorcycle License Plates	House Bill 15-1004 requires the Department of Revenue to issue the current Firefighter group special license plate to motorcyclists, upon receiving proof that the applicant is an active, volunteer, or retired firefighter.	Yes
SB 13-081 Bill C	Vehicle Registration Penalty Statement Repeal	Senate Bill 13-081 changes the stated penalty on the notice of motor vehicle registration for the act of failure to register a vehicle from \$100 to a minimum penalty of \$500. The bill also retires the U.S. Olympic Committee and Colorado Foundation for Agriculture and Natural Resources specialty license plates.	Yes
HB 13-1028 Bill G	Vehicle Registration Penalty Statement Repeal	House Bill 13-1028 would have limited the number of designer, alumni, group special, and military license plate types (collectively known as special license plates) to 96.	No
SB 12-007 Bill G	Group Special License Plate Procedure	Senate Bill 12-007 alters the procedure for creating special group license plates. Specifically, the bill removes the requirement that an applicant certify that at least 3,000 plates be issued within one year; allows special license plates to be sold until inventories are depleted; and removes the requirement that proof of membership be provided to obtain certain license plates.	Yes
Alternative Fuel Vehicles			
HB 14-1027 Bill C	Plug-in Electric Motor Vehicle Definition	House Bill 14-1027 amends and clarifies the definition of a "plug-in electric motor vehicle" for registration purposes. Formerly, a plug-in electric motor vehicle included any vehicle that draws electricity from a battery capable of being charged from an external source. The bill changes the definition to clarify that a plug-in electric motor vehicle is one that can be recharged from any external source of electricity stored in a rechargeable battery pack that propels or helps to propel the vehicle. The bill also expands the definition to include retrofitted vehicles that have been converted to a plug-in electric vehicle.	Yes
SB 13-070 Bill B	Alternative Fuel Fleet Vehicle	Senate Bill 13-070 requires the Department of Personnel and Administration to report on the number of alternative fuel vehicles purchased, the availability of alternative fuel, and a plan for putting in place the infrastructure necessary to support the use of alternative fuel vehicles in the state's fleet, among other related criteria. The report is to be provided to the House and Senate Transportation Committees and the Joint Budget Committee on or before November 1, 2013, and each November 1 thereafter.	Yes

Table 3 (Cont.)
Transportation Legislation Review Committee
Bills Approved by the Legislative Council Committee by Issue Area – Interim Sessions 2012 to 2017
(as of June 1, 2018)

Bill Number and Letter	Bill Title	Brief Description of Bill	Became Law
Alternative Fuel Vehicles (Cont.)			
SB 12-013 Bill B	Low-speed Electric Vehicles	Prior to Senate Bill 12-013's passage, low-speed electric vehicles were permitted to operate on roads with speed limits of 35 miles per hour or less, or on roads with speed limits greater than 35 miles per hour if crossing at grade with the road. The bill allows operation of low-speed electric vehicles on roadways at speeds up to 35 miles per hour. The vehicles may be operated on a state highway or cross a roadway having a speed of 40 miles per hour under certain conditions. The bill also raises the age limit for driving golf cars on streets from age 14 to age 16.	Yes
Commercial Vehicles			
HB 18-1042 Bill B	Private Interstate Commercial Vehicle	House Bill 18-1042 allows private parties to perform expedited vehicle registrations for commercial trucks.	Yes
HB 17-1061 Bill B	Modify Definition of a Commercial Vehicle	House Bill 17-1061 modifies the definition of a commercial vehicle by increasing the minimum weight for commercial vehicles from 10,001 pounds to 16,001 pounds, and allows the Colorado State Patrol to adopt rules for vehicles that would otherwise be considered commercial vehicles but for weighing between 10,001 and 16,000 pounds.	Yes
HB 16-1056 Bill E	Tow Operator Abandoned Vehicle Title Search	House Bill 16-1056 broadens the records search employed by the Department of Revenue (DOR) to locate owners and lienholders of abandoned motor vehicles. Under the bill, the DOR must perform a national records search using a qualified entity that has a national database and that can retrieve records based both on the vehicle identification number and registration number. The qualified entity must also be able to provide appropriate owner and lienholder contact information. The DOR may charge tow operators a fee for the national search not to exceed the lesser of \$5 or its direct and indirect costs. The bill also increases the notification deadline, from three to five days, in which tow operators must determine whether there is an owner or lienholder registered with the DOR and send notice to those parties, and clarifies that the time spent by the DOR conducting the national records search does not count against the tow operator's 10-day deadline to contact the motor vehicle's owner or lienholder.	Yes

Table 3 (Cont.)
Transportation Legislation Review Committee
Bills Approved by the Legislative Council Committee by Issue Area – Interim Sessions 2012 to 2017
(as of June 1, 2018)

Bill Number and Letter	Bill Title	Brief Description of Bill	Became Law
Public Utilities Commission			
HB 13-1103 Bill H	Public Utilities Commission Oversight of Rail Fixed Guideway System	House Bill 13-1103 conforms Colorado law with federal requirements by prohibiting the Public Utilities Commission (PUC) from assessing administrative fees on any rail fixed guideway system that it regulates. The provision takes effect when federal grant moneys available under the Moving Ahead for Progress in the 21st Century Act are awarded to the state. The PUC is authorized to continue to assess RTD and pay its administrative expenses from the Fixed Utilities Fund for regulation of the RTD rail system until federal grant moneys are awarded. The bill also exempts the PUC from annual reporting on the RTD rail system to the Department of Revenue.	Yes
Special Mobile Machinery			
HB 13-1153 Bill E	Ownership Tax Rental Mobile Machinery Electronic	House Bill 13-1153 allows certain owners of special mobile machinery fleets (which include vehicles commonly used in roadway construction and maintenance, well drilling, and ditch digging) to file specific ownership tax on rental equipment, using an electronic system, directly with the Department of Revenue. The bill applies to fleet owners who belong to the 2 percent program, which allows fleet owners to pay specific ownership tax monthly in each county where the rental vehicles are used, based on 2 percent of the rental income on special mobile machinery, rather than paying the tax annually based on the equipment's value.	Yes
Transportation Commission			
HB 17-1031 Bill A	Hearings on Transportation Commission Districts	House Bill 17-1031 would have required the TLRC to meet five times before November 15, 2017, to make available the House Bill 16-1031 research study and offer an opportunity for public input regarding the districts, the study, and whether the districts should be modified. Of the five meetings, four were to take place in each quadrant of the state and one in the Denver metropolitan area. However, the Legislative Council approved extra travel for the TLRC during the 2017 interim.	No
HB 16-1031 Bill C	Modify Transportation Commission Membership	House Bill 16-1031 requires that the Legislative Council Staff, with the cooperation of CDOT, submit a report to the TLRC, no later than August 1, 2016, that details changes since the last time the Transportation Commission districts were modified in 1991. The report must include changes in population, number of lane miles, and annual vehicle miles traveled for each district. The report must also consider existing county and municipal boundaries, Regional Transportation Authorities and Districts, and Transportation Planning Regions.	Yes

Table 3 (Cont.)
Transportation Legislation Review Committee
Bills Approved by the Legislative Council Committee by Issue Area – Interim Sessions 2012 to 2017
(as of June 1, 2018)

Bill Number and Letter	Bill Title	Brief Description of Bill	Became Law
Transportation Commission (Cont.)			
HB 13-1030 Bill A	Transportation Commission Members	House Bill 13-1030 would have added two at-large members to the Transportation Commission. The two at-large members would have been appointed by the Governor to represent the entire state, with one at-large member residing on the western slope and the other residing on the eastern slope. The Transportation Commission currently has 11 members who are appointed by the Governor and represent a single transportation district. The commission is required to meet at least eight times each year.	No
Vehicle Specifications			
HB 17-1044 Bill D	Autocycle Characteristics & Safety Requirements	House Bill 17-1044 redefines autocycles as motorcycles that do not use handlebars and have passengers riding in a fully or partially enclosed seating area. The bill also clarifies that child restraint and safety belt laws apply to autocycles.	Yes
HB 16-1029 Bill D	Kei Vehicle Roadway Registration For Use	House Bill 16-1029 would have allowed DOR to title, register, and issue a rear license plate to kei vehicles (or microtrucks). A person with a valid driver's license and insurance would have been able to operate a registered kei vehicle on a roadway with a posted speed limit of 55 miles per hour or less, except on limited access highways.	No
HB 14-1160 Bill B	Divisible Loads Overweight Vehicle Permits	House Bill 14-1160 exempts wastewater vehicles operated by a city, county, municipality, or special district from wheel-and axle-load restrictions. Beginning January 1, 2015, the bill authorizes an annual fleet permit fee of \$2,000 plus \$35 per vehicle for overweight vehicles with two- or three-axle divisible loads.	Yes
HB 12-1038 Bill A	Multi-year Class A Trailer Registration	House Bill 12-1038 establishes a permanent registration for Class A trailers and semitrailers. In order to qualify for the permanent registration, an owner must be either based outside of Colorado, or based in Colorado and in possession of a trailer 10 years or older. The new registration is permanent, but expires when the trailer or semitrailer transfers ownership.	Yes

Table 3 (Cont.)
Legislation Review Committee
Bills Approved by the Legislative Council Committee by Issue Area – Interim Sessions 2012 to 2017
(as of June 1, 2018)

Bill Number and Letter	Bill Title	Brief Description of Bill	Became Law
Waste Tires			
HB 12-1034 Bill D	Waste Tire Processor End User Fund	House Bill 12-1034 extended the Processors and End Users Cash Fund's repeal date from July 1, 2012, to July 1, 2015. The bill also requires the General Assembly to appropriate the money in the fund, whereas prior to the bill's passage, these funds were continuously appropriated. Finally, it prevents the state from reimbursing a tire processor if the tire processor is not an end user, or if the tire product has been sold and moved off site.	Yes
Disabled Parking			
HB 14-1029 Bill A	Disabled Parking License Plates Placards	<p>House Bill 14-1029 repeals and reenacts the laws governing the reserved parking for persons with disabilities program. The bill:</p> <ul style="list-style-type: none"> • changes the classification of several offenses, and heightens the penalty for some offenses, related to the reserved parking program; • makes personalized reserved parking license plates and an additional set of reserved parking license plates available to eligible persons; • requires the Department of Revenue to place a "C" on the license plate of a person who is a guardian of a disabled minor and who has a reserved parking placard; • requires reserved parking placards to be visible through the windshield or placed on a vehicle's dashboard; • requires reserved parking placard applicants to signan affidavit affirming their eligibility; and • allows the Colorado Advisory Council for Persons with Disabilities to implement an education program. 	Yes
Miscellaneous			
SB 17-014 Bill E	Limits on Underground Storage Tank Regulation	Senate Bill 17-014 would have prohibited a local government from imposing inspection requirements or charging inspection fees for underground petroleum storage tanks.	No

Table 3 (Cont.)
Transportation Legislation Review Committee
Bills Approved by the Legislative Council Committee by Issue Area – Interim Sessions 2012 to 2017
(as of June 1, 2018)

Bill Number and Letter	Bill Title	Brief Description of Bill	Became Law
Miscellaneous (Cont.)			
HB 16-1018 Bill B	Transportation Advisory Committee Procedures	House Bill 16-1018 requires the Statewide Transportation Advisory Council to provide advice, as well as review and comments, to both CDOT and the Transportation Commission, rather than only to CDOT as was previously authorized. The bill also specifies that the council will provide advice on transportation budgets, policy, programming, and planning.	Yes
HB 15-1003 Bill B	Safe Routes to School	House Bill 15-1003, as introduced, would have appropriated \$3 million General Fund in FY 2015-16 to CDOT's Safe Routes to School program for the purposes of granting funds to projects that improve the safety of pedestrians and bicyclists in school areas.	No
HB 14-1031 Bill E	Nonconsensual Tow Motor Vehicle	House Bill 14-1031 creates the nine-member Towing Task Force within the Department of Regulatory Agencies and specifies its membership requirements. The task force is required to advise the Public Utilities Commission on the maximum rates that may be charged for the recovery, towing, and storage of a motor vehicle that is towed without the vehicle owner's consent.	Yes
HB 12-1019 Bill C	Transfer Ports of Entry to State Patrol	House Bill 12-1019 designates the Colorado State Patrol (CSP) as the enforcement and permit authority for Colorado ports of entry. As of July 1, 2012, the Motor Carrier Services Division of the Division of Motor Vehicles in the Department of Revenue (DOR) is abolished and its powers, duties and functions are transferred to the CSP, to include: statutory authority, personnel, property, funding, budgeting, purchasing, and planning for all state ports of entry. The DOR retained the commercial driver's license and international registration plan functions. The bill also specifies that a port of entry officer has the authority of a peace officer to perform and enforce his or her duties, including restraining and detaining persons and/or vehicles and impounding vehicles under certain conditions. It also allows the CSP to set operating hours at ports of entry and all ports of entry officers to conduct safety inspections.	Yes
HB 12-1030 Bill F	Repeal Transportation-related Reporting Requirements	House Bill 12-1030 would have repealed certain transportation and energy-related reports required to be submitted by the departments of Public Health and Environment, Transportation, and Revenue to various committees of the General Assembly, including the House and Senate Transportation Committees, and the TLRC.	No

Source: Legislative Council Staff.

Table 4
Transportation Legislation Review Committee
Bills Not Approved by Legislative Council – Interim Sessions 2012 to 2017
(as of June 1, 2018)

Bill Number and Letter	Bill Title	Brief Description of Bill
Interim Session 2017		
All bills approved		
Interim Session 2016		
Bill C	Authorize New Transportation Revenue Anticipation Notes	The TLRC recommended Bill C to require the state Transportation Commission to submit a ballot question to voters in 2017 for approval of \$3.5 billion in Transportation Revenue Anticipation Notes (TRANS) once existing transportation bonds have been repaid. The bill also eliminated the final three years of Senate Bill 09-228 transfers and diverted 5 percent of state sales tax revenue to the Highway Users Tax Fund (HUTF) and 1 percent of state sales tax revenue to the Capital Construction Fund (CCF). The bill was not approved by Legislative Council as an interim committee bill.
Interim Session 2015		
All bills approved		
Interim Session 2014		
All bills approved		
Interim Session 2013		
All bills approved		
Interim Session 2012		
Bill D	Penalty for DUI Involving Marijuana	The TLRC recommended Bill D to expand the definition of driving under the influence (DUI) to include driving when the driver's blood contains 5 nanograms or more of delta 9-tetrahydrocannabinol per milliliter in whole blood. The bill was not approved by Legislative Council as an interim committee bill; however, the bill was introduced as a regular bill and signed into law (HB 13-1325)

Source: Legislative Council Staff.